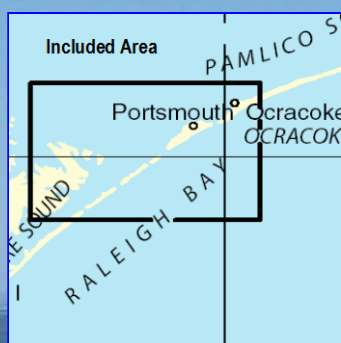


BookletChart™

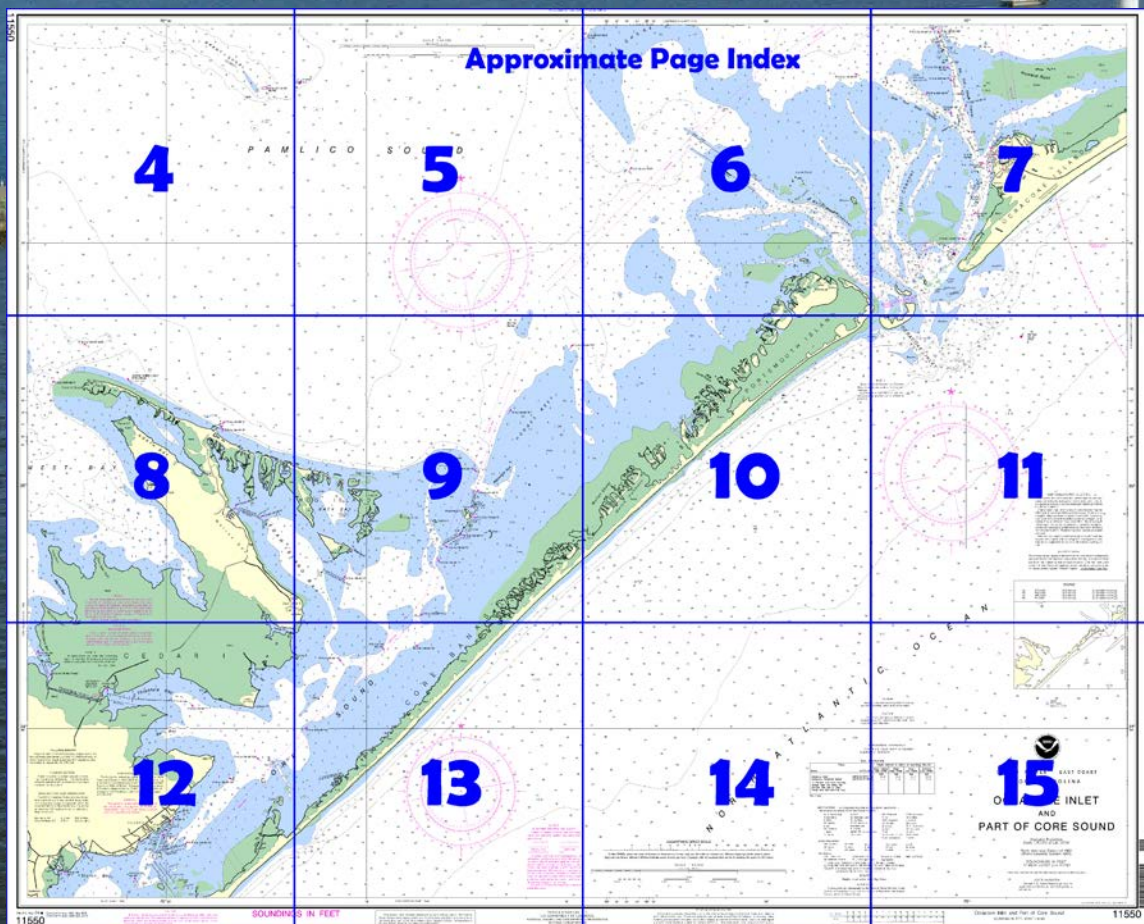
Ocracoke Inlet and Part of Core Sound NOAA Chart 11550



A reduced-scale NOAA nautical chart for small boaters
When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=11550>.



(Selected Excerpts from Coast Pilot)

Ocracoke Inlet, 27 miles west-southwest of Cape Hatteras Light (chart 11555), is entered over a shifting bar between the southern end of Ocracoke Island and the northern end of Portsmouth Island; the bar is subject to frequent changes. A lighted whistle buoy marks the approach. Other buoys marking the inlet are not charted, because they are frequently shifted in position; local knowledge is advised.

Ocracoke Inlet Crab Spawning Sanctuary, a

Marine Protected Area (MPA), is in the inlet near Ocracoke Island and Pamlico Sound.

Ocracoke Light (35°06'32"N., 75°59'10"W.), 75 feet above the water, is shown from a white tower near a clump of woods on the western part of Ocracoke Island and about 3 miles northeastward of Ocracoke Inlet.

Ocracoke Coast Guard Station is 0.4 mile north of the light.

A microwave tower about 1 mile east-northeast of Ocracoke Light is reported to be prominent.

Several channels or sloughs lead from Ocracoke Inlet through the shoals to deep water in Pamlico Sound. Teaches Hole Channel follows the western side of Ocracoke Island and connects with Silver Lake through a dredged channel at Ocracoke. It also joins **Big Foot Slough Channel** northwest of Ocracoke which leads to Pamlico Sound. In 2011, the midchannel controlling depth in the entrance channel to Silver Lake was 6 feet. Teaches Hole Channel is subject to frequent changes; buoys are frequently shifted in position. In 2011, the controlling depth in Big Foot Slough Channel was 4.2 feet. The channel is reported to shoal considerably between dredgings. Strong currents have been experienced in these channels. Mariners are advised to exercise caution while navigating in the area.

A swash channel, marked by a light and daybeacons, connects Big Foot Slough Channel with **Nine Foot Shoal Channel**, which leads off in a northwesterly direction. The controlling depth is about 5 feet through the swash channel to Pamlico Sound. Some local vessels use this channel as a short cut, but Big Foot Slough Channel is the recommended channel.

There are other unmarked shallow channels leading from Ocracoke Inlet to Pamlico Sound, but they should not be used without local knowledge because of the shifting shoals.

The town of **Ocracoke**, 3.5 miles inside the inlet, is frequented by numerous fishing vessels. Supplies in limited quantities are available. Gasoline, diesel fuel, water, and ice may be obtained at the piers.

A toll ferry transports passengers and autos daily from Ocracoke to a ferry landing on the north side of Cedar Island, about 12 miles by road north of Atlantic on the mainland and also to a ferry landing at Swanquarter, about 25 miles north-northwest of Ocracoke. There are several motels and restaurants in the village. There are numerous points of interest on the island, and the National Park Service has a museum at the village and also maintains camp sites for tourists. Facilities for repairing boats are limited.

Silver Lake, a circular basin at Ocracoke, affords good anchorage in depths of 12 feet, and has several wharves extending from the shore to depths of 10 or more feet. Vessels are requested to anchor only in the southern end of the lake so as not to interfere with ferry traffic. Diesel fuel, gasoline, marine supplies, a pump-out station, water, ice, berthing with electricity and a launching ramp are available nearby. The National Park Service piers on the north side of the basin have berths with electricity and water.

Currents.—The currents in the inlet and connecting channels are influenced by the winds. The ebb current usually has a greater velocity than the flood. Velocities up to 4 knots have been observed.

New Drum Inlet (see chart 11545), 19 miles southwestward of Ocracoke Inlet, is an opening in the barrier beach leading to deep water in Core Sound. The channel is not maintained by dredging and is constantly shifting. In 1983, the inlet was reported to be dangerous and not recommended for use by anyone.

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Miami

Commander
7th CG District
Miami, FL

(305) 415-6800

Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.

To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

Lateral System As Seen Entering From Seaward

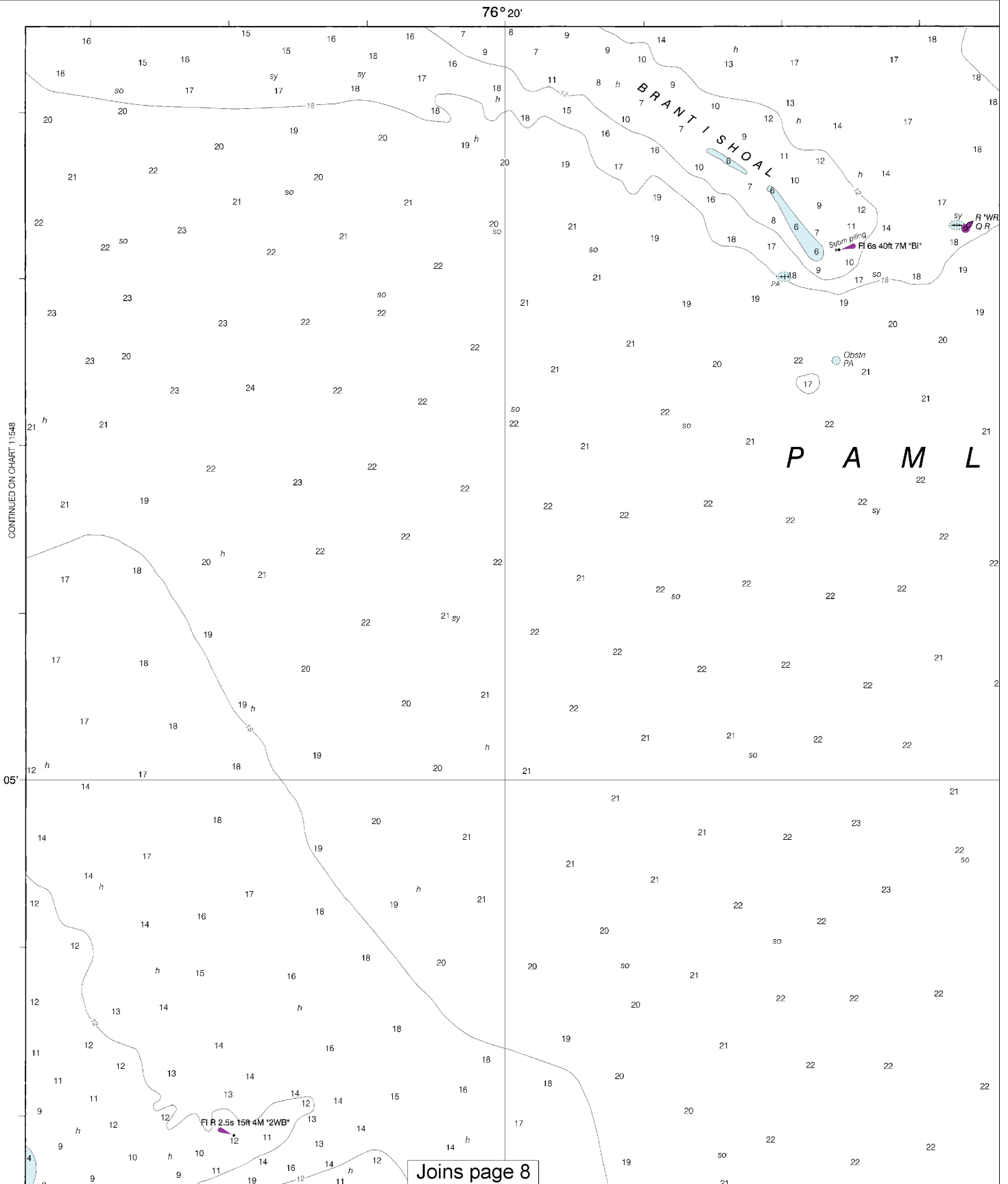
on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

These volumes are available online at <http://www.navcen.uscg.gov>

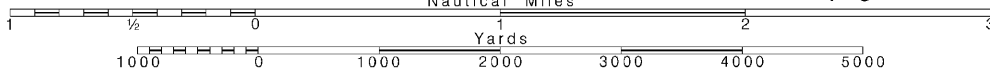
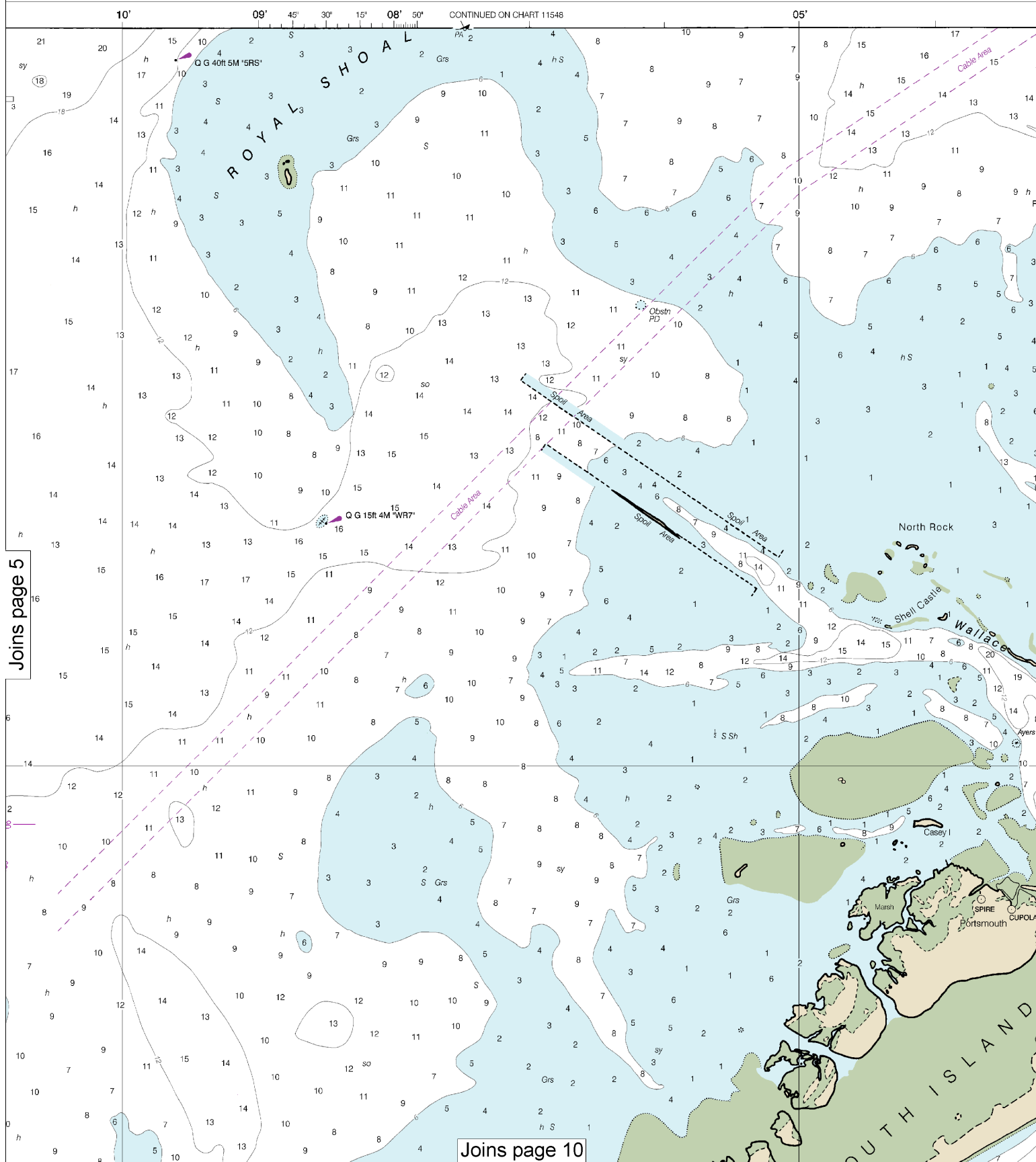
11550

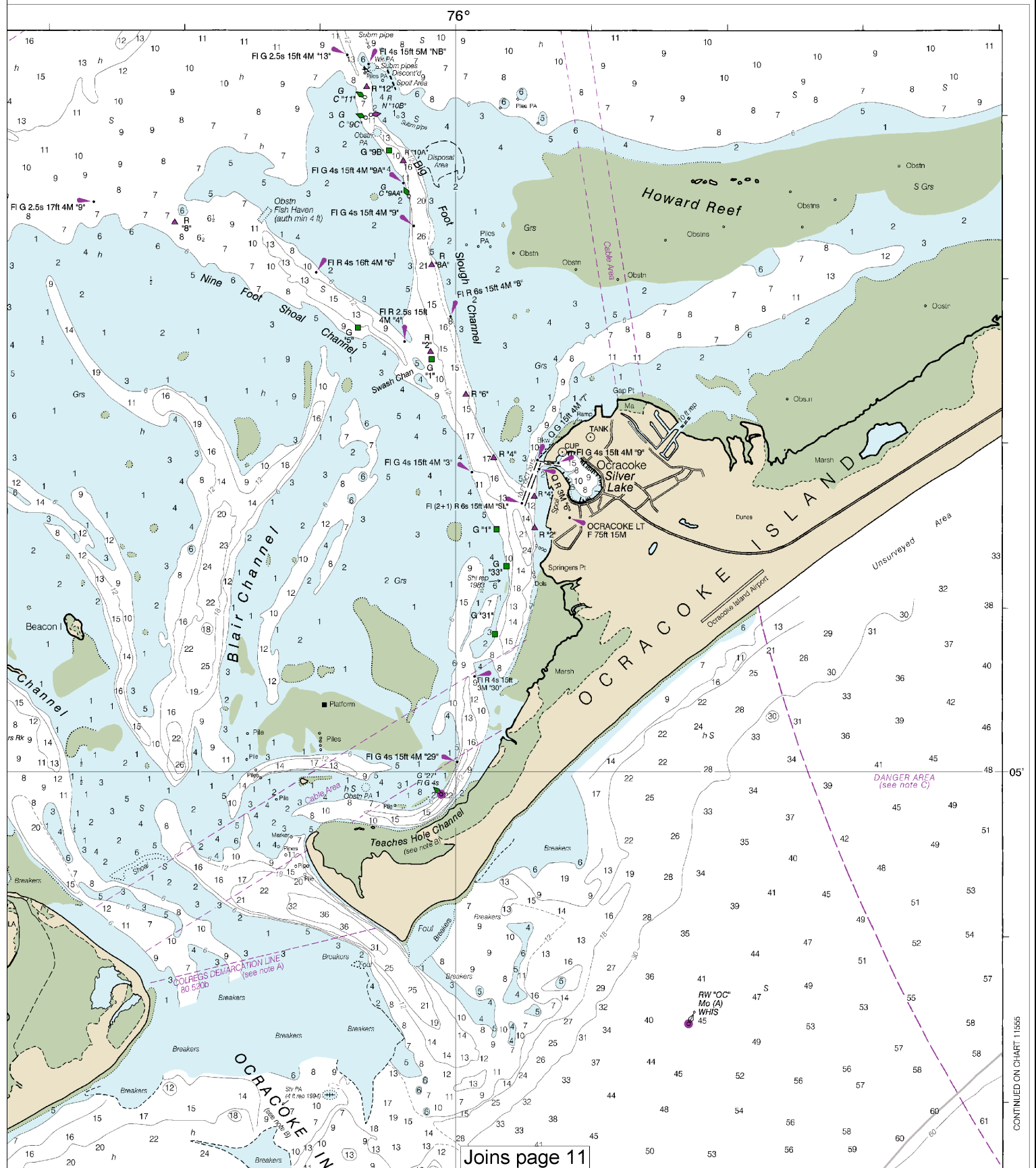


4

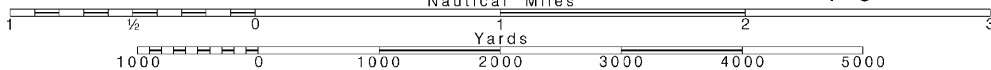
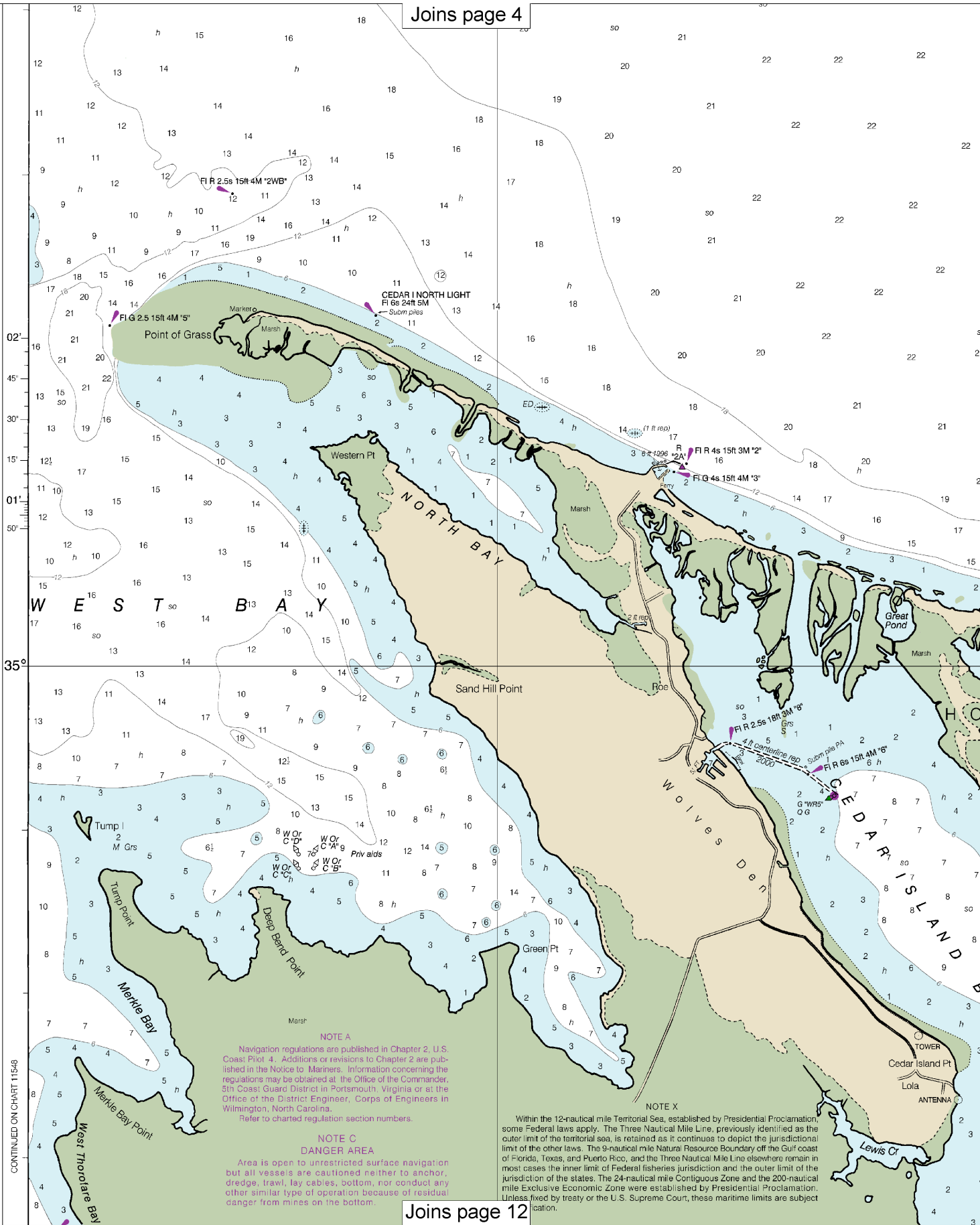
Note: Chart grid lines are aligned with true north.

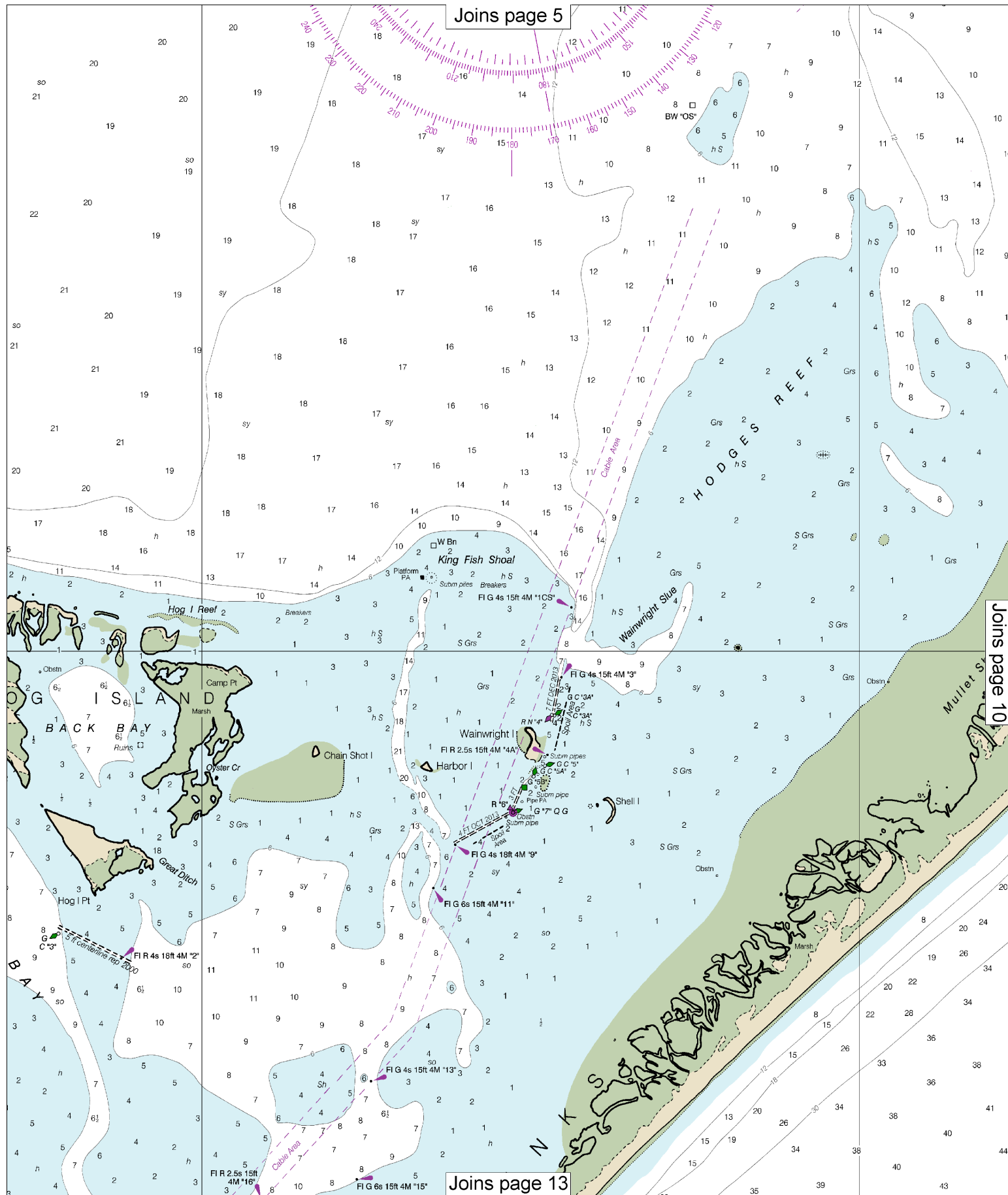
This BookletChart was reduced to 70% of the original chart scale. The new scale is 1:57142. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

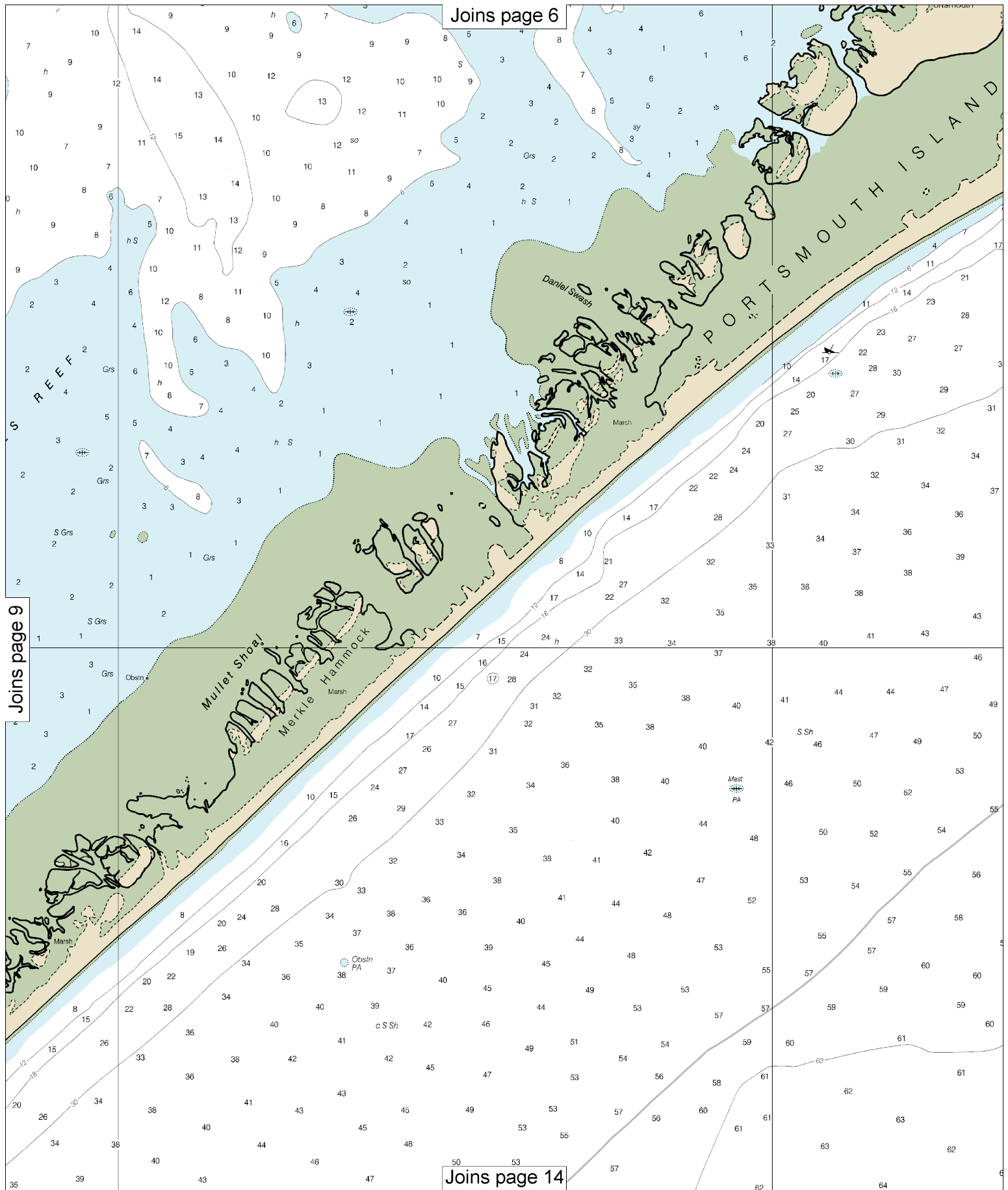




Last Correction: 3/11/2016. Cleared through:
 NM: 2516 (6/21/2016), NM: 2716 (7/2/2016)





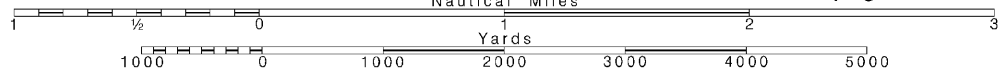


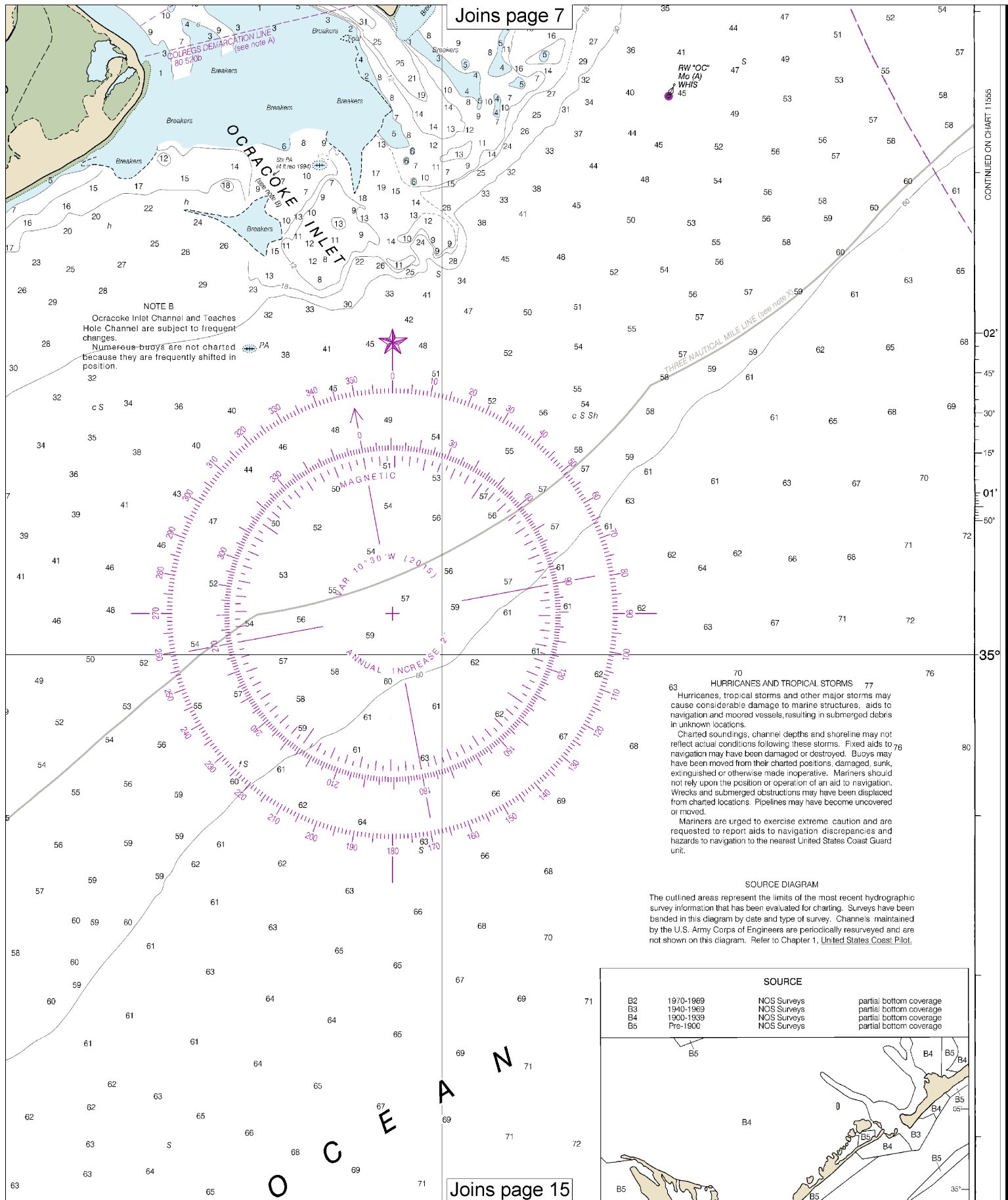
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

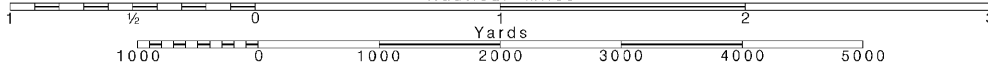
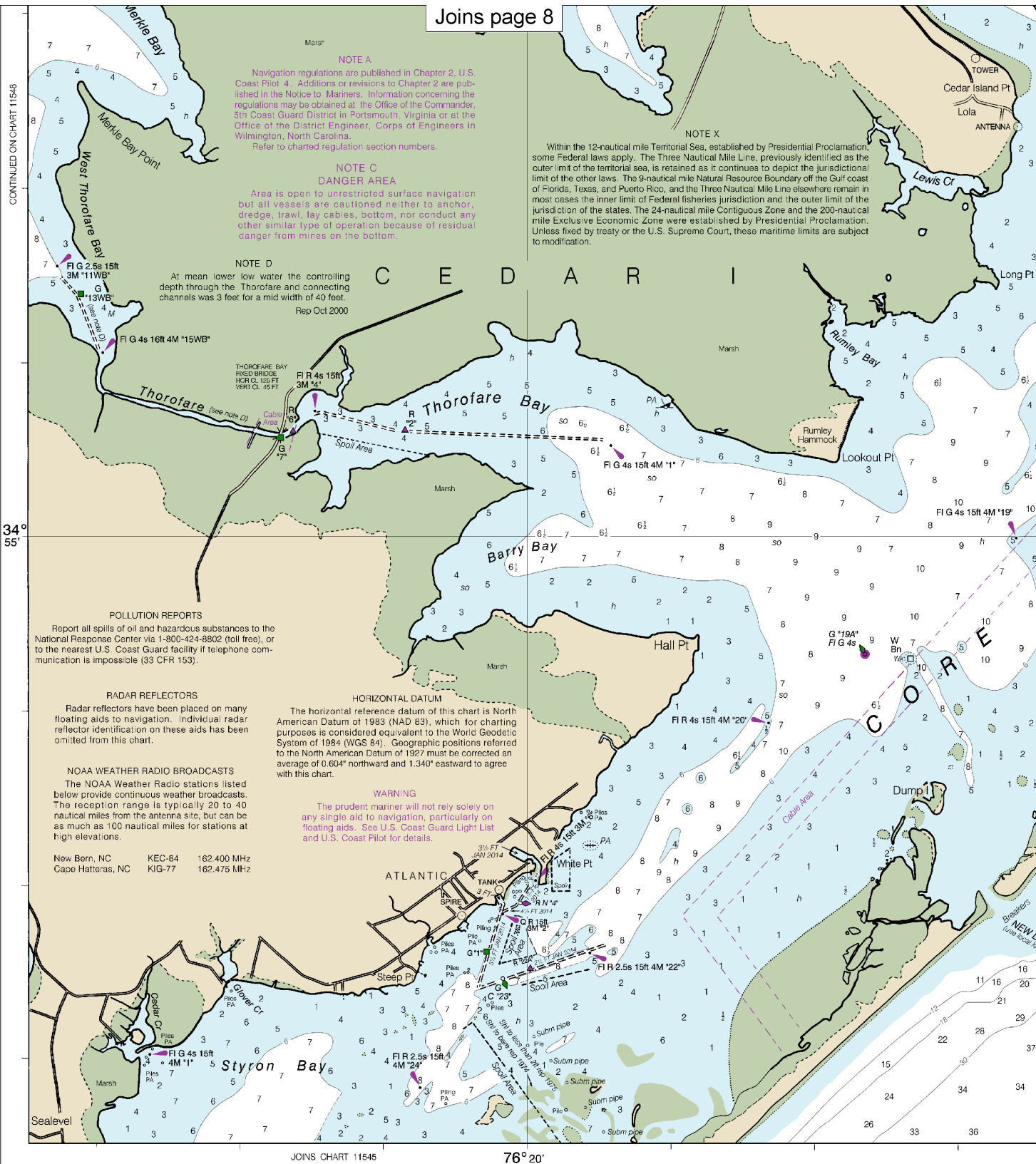
SCALE 1:40,000
Nautical Miles

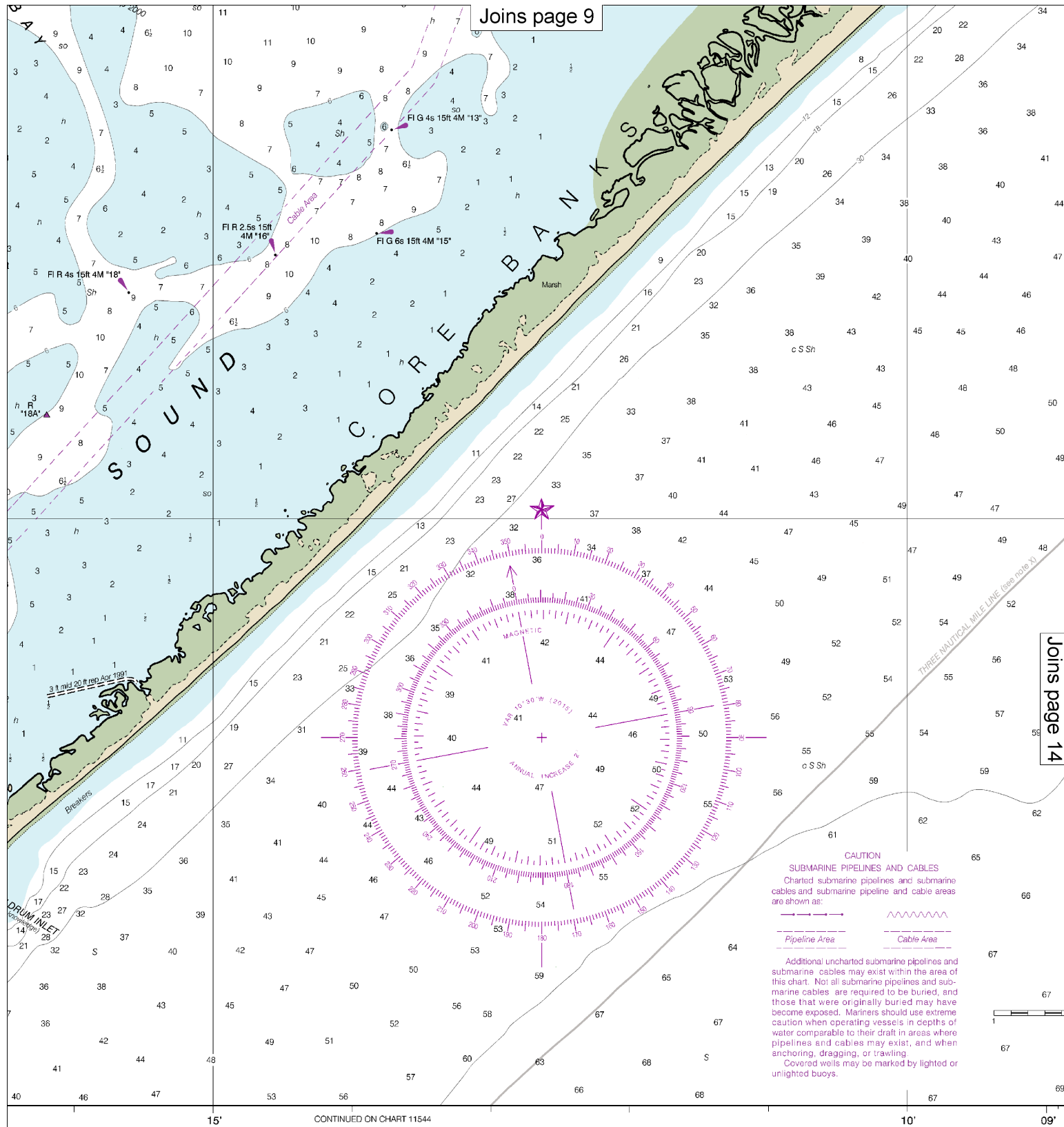
See Note on page 5.





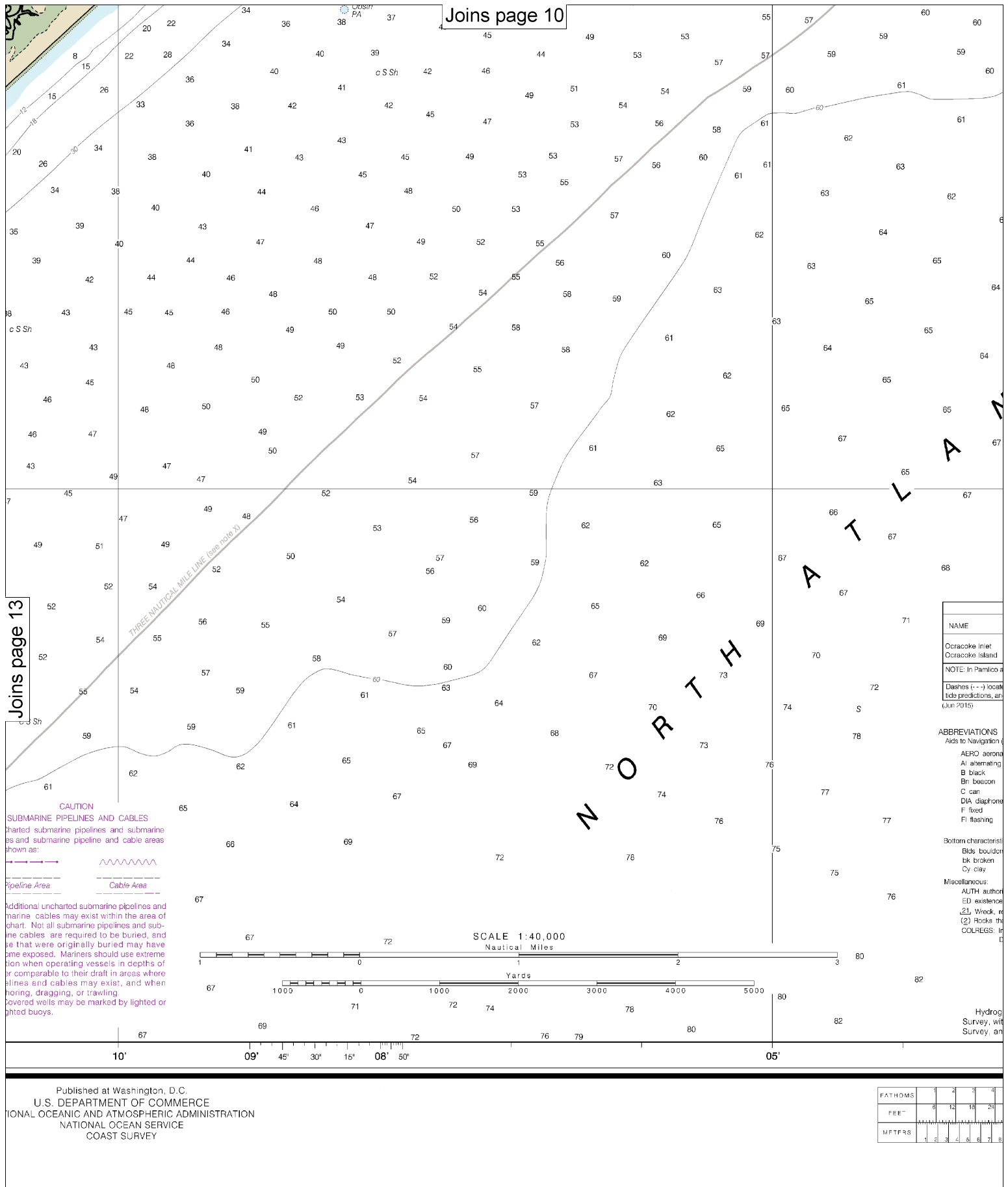
CONTINUED ON CHART 11555





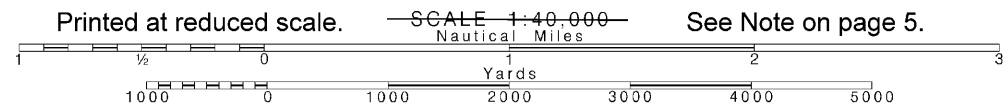
SOUNDINGS IN FEET

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY



14

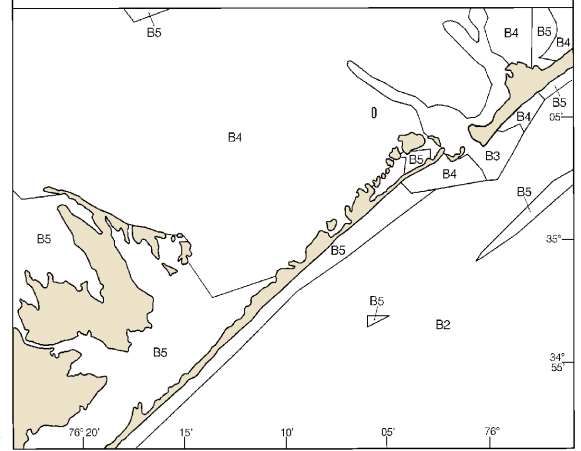
Note: Chart grid lines are aligned with true north.



See Note on page 5.

SOURCE

B2	1970-1969	NOS Surveys	partial bottom coverage
B3	1940-1969	NOS Surveys	partial bottom coverage
B4	1900-1939	NOS Surveys	partial bottom coverage
B5	Pre-1900	NOS Surveys	partial bottom coverage



Y C *AR255° 90
Priv Obsn
Fish Haven
(auth min 15 ft)

CAUTION
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 4 for important supplemental information.

TIDAL INFORMATION

PLACE (LAT/LONG)	Height referred to datum of soundings (MLLW)		
	Mean Higher High Water	Mean Low Water	Mean Lower Low Water
(35°04'N/76°01'W)	2.2 feet	2.0 feet	0.1 feet
(35°07'N/75°59'W)	1.2 feet	1.1 feet	0.1 feet

and Core Sounds, except near the inlets, the periodic tide has a mean range less one-half foot.

ated in datum columns indicate unavailable datum values for a tide station. Real-time water levels, and tidal current predictions are available on the internet from <http://tidesandcurrents.noaa.gov>.

S (For complete list of Symbols and Abbreviations, see Chart No. 1.)
n (lights are white unless otherwise indicated):

naulcal	G green	Mo morse code	R TR radio tower
g	IO interrupted quick	N nun	Rat rotating
	iso isophase	OBSC obscured	s seconds
	LT HO lighthouse	OC occulting	SEC sector
	M nautical mile	Or orange	St M statute miles
ne	m minutes	Q quick	VQ very quick
	MICRO TR microwave tower	R red	W white
	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

istics:	Co coral	gy gray	Oys oysters	so soft
ors	G gravel	h hard	Rk rock	Sh shells
	Grs grass	M mud	S sand	sy sticky

orized
oe doubtful

Obstr obstruction

PA position approximate

PD position doubtful

Rep reported

rock, obstruction, or shoal swept clear to the depth indicated.

that cover and uncover, with heights in feet above datum of soundings.

International Regulations for Preventing Collisions at Sea, 1972.

Demarcation lines are shown thus: — — — — —

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

ography and topography by the National Ocean Service, Coast and additional data from the Corps of Engineers, Geological and U.S. Coast Guard.



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST
NORTH CAROLINA

OCRACOKE INLET AND PART OF CORE SOUND

Mercator Projection
Scale 1:40,000 at Lat. 35° 00'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

76°

632.1 X 1046.0 mm

Ocracoke Inlet and Part of Core Sound
SOUNDINGS IN FEET - SCALE 1:40,000

11550



VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Interactive chart catalog	—	http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml
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Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.